



DRAFT
Virginia Aviation Board
Workshop
OCTOBER 21, 2003

MINUTES OF THE VIRGINIA AVIATION BOARD WORKSHOP MEETING – OCTOBER 21, 2003, 3:00 P.M.
AT THE MASSIE BUILDING, RICHMOND INTERNATIONAL AIRPORT, RICHMOND, VIRGINIA 23250

MEMBERS PRESENT

Roger L. Oberndorf, Chairman
John G. Dankos, Jr.
Bob L. Johnson
Robert H. Neitz
Marianne M. Radcliff
Dr. Alan L. Wagner
Emmitt F. Yeary

OTHERS PRESENT

Airport Managers and Sponsors, Department of Aviation staff, FAA staff, Consultants, Virginia Resources Authority staff

Chairman Oberndorf called the meeting to order.

The Chairman called on Cliff Burnette to make a presentation on Land Use Planning (a copy of the presentation was distributed). Mr. Burnette provided the Board a PowerPoint Presentation on the steps that the Department has taken since last year in tracking those localities that have not enacted airport safety zoning. He also presented the Department's efforts to educate all localities and airport sponsors on the need for compatible land use planning and proper zoning around airports. After the presentation was completed, discussion evolved around actions that Aviation Board could take to promote this concept with their airports and across the Commonwealth. Topics such as incentives and rewards for airport sponsors that take the appropriate action or make every effort to promote this in their local communities, and publication of a Model Zoning Ordinance were offered. Chairman Oberndorf appointed a Land Use Subcommittee to study this issue and report back to the Board. The following members agreed to serve on this committee: Robert H. Neitz, Marianne Radcliff, and Dr. Allan L. Wagner. Gen. Neitz was appointed as Chairman. Cliff Burnette, Keith McCrea and Terry Page were asked to participate in the meetings and advise the subcommittee.

Mike Swain was called on to address the Priority System for ranking Capital Improvement Projects (copy in each member notebook). Mike addressed the details of each point category and provided examples of projects of varying types so that each member could understand the basis and the logic of the system. There was discussion regarding the point assignment for economic development. No recommendations were offered for change.

Terry Page was called upon to brief the Board on the new Terminal Instrument Procedures Criteria that has been published by the FAA. This change to TERPS has caused airport sponsors to be in non-compliance with the

Threshold Siting Criteria, and will increase the land acquisition and obstruction removal requirements for airports, that have non-precision approach procedures with visibility minima greater than $\frac{3}{4}$ of a mile, to meet these criteria. A major concern is that these airports be given a grace period to come into compliance. The FAA has currently established the date for compliance as July 2005. Mr. Page explained the new criteria and the impacts on land requirements.

Jim Bland was called upon to discuss the issue of the use of entitlement funds by air carrier airports for AIP projects. Mr. Bland gave the Board a PowerPoint presentation on the lack of clarity of the language in the Aviation initiative of 1994 and went on to explain the intent of that language and the impact of a change in the policy on sponsor Entitlements and the Air Carrier/Reliever Discretionary Fund. The Department recommended that the Board affirm the current policy and clarify the language in the Procedural Guide.

Charles Macfarlane was called upon to display an automated, web-based data system that can be used by the department in tracking aircraft for the purpose of licensing and security. The system provides a cross reference of aircraft data and airports so that DOAV can determine which aircraft use Virginia airports during the course of any given year since 2001. This particular system is owned by GCR Associates, the firm that has designed and installed the AIMS system for the Department. This system could offer significant benefits for the licensing activity and collection of Aircraft Sales and Use Tax.

With no further business the meeting was adjourned.